

FORT SMITH DOWNTOWN TRAFFIC AND TRUCK STUDY



Working Group Meeting: August 22, 2019

1

AGENDA

1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other



2

2

AGENDA

1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other



3

3

PUBLIC ENGAGEMENT**Public Open House**

- Tuesday, February 26th, 2019
- River Park Events Building
- Over 30 attendees

Stakeholder Interviews

- February 27, 2019
- Met with representatives of 9 organizations
- Asked a series of questions appropriate to their organization

Public Feedback Surveys

- On-line surveys prepared for general public and trucking industry
- Made available online between March 28, 2019 and April 17, 2019
- Trucking industry survey distributed using stakeholder information
- 4 open-ended questions and 10 multiple choice
- 560 respondents to the online survey

Working Group Meetings

- Kickoff Meeting – December 17, 2018
- Working Group Meeting #1 – May 23, 2019
- Working Group meeting #2 – August 22, 2019



4

KEY FINDINGS FROM PUBLIC FEEDBACK

- Safety issues exist along Garrison Avenue, including vehicles running red lights (particularly near the US 64 bridge) and unsafe pedestrian crossings
- Local truck industry representatives share concern that designated truck routes or roadways critical to their business would be modified in such a way that would cause them significant financial burden
- Congestion and potential safety conflicts exist along Garrison Avenue at intersections where left turns are unprotected or not signalized
- Non-local freight truck drivers often do not follow local truck route designations or have difficulty routing to their destination using the most efficient, logical path along the truck routes.
- Truck routes are not designed for ease of access.



5

NEEDS ASSESSMENT

Freight Truck Traffic

- Understand Origins and Destinations of Truck Traffic traveling through downtown Fort Smith
- Locations of freight traffic generating businesses

Vehicular Roadway Performance

- Congestion
- Travel Time Reliability

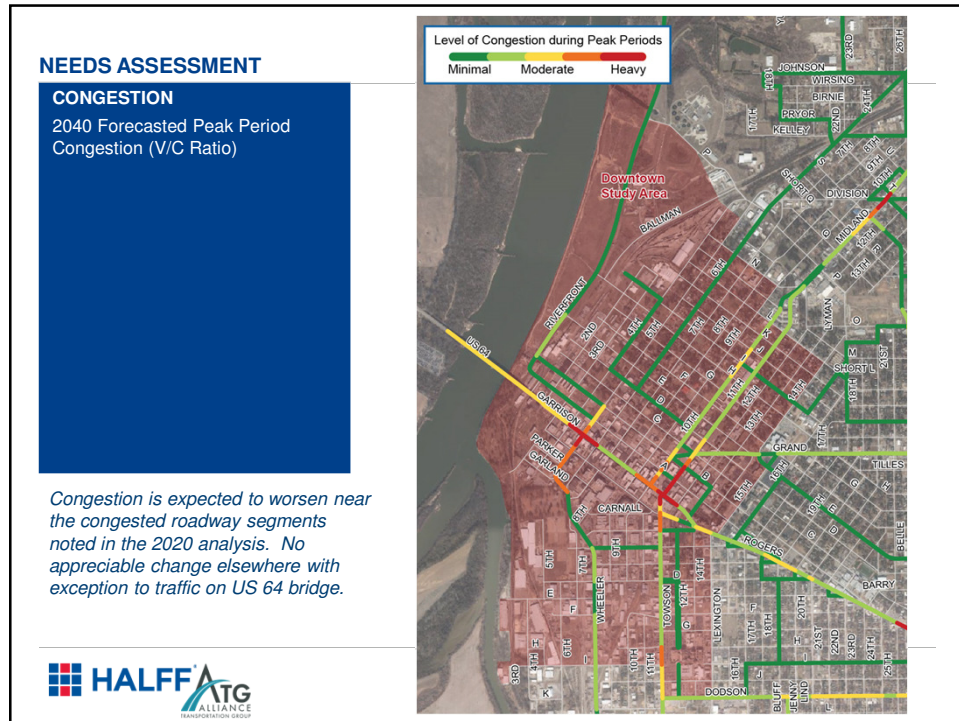
Safety

- Vehicular Crash Data
 - Crashes involving Pedestrians and Cyclists
 - Crashes involving Heavy Duty Freight Trucks

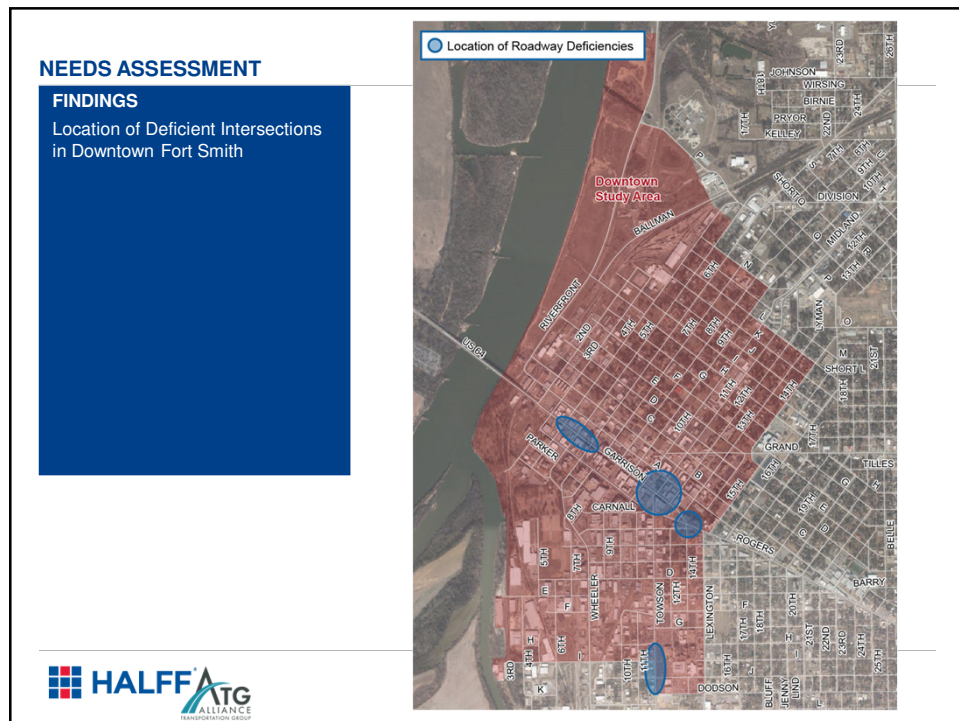
Public Feedback



6



7



8

STUDY GOALS AND PERFORMANCE MEASURES

- **Goal 1: Safety.** There are multiple streets and modes that travel into and through downtown, and it is critical that their convergence allows for continuous safe and orderly movements.
- **Goal 2: Develop a Balanced Solution.** Per the Propelling Downtown Forward Plan, the preferred solution for a mitigating the effects of downtown truck traffic should support both the local business freight needs in the downtown area and the vibrancy and ongoing placemaking efforts of downtown.
- **Goal 3: Economic Vitality.** Downtown is the economic center of the region, and its transportation system should be designed to support the local economy through the efficient and safe movement of goods and services.
- **Goal 4: Preserve Downtown Character.** Downtown is also the cultural center of the region and is emerging as a popular location for local businesses, residents, entertainment, and community events. As a popular destination, the local transportation system should be designed to support its vibrancy while not detracting from its special environment and placemaking appeal.
- **Goal 5: Align with other applicable Federal, State and MPO Planning Goals.** Alternatives should consider solutions that address local priorities and align with national goals for multimodal transportation system, as outlined in MAP-21 and FAST Act transportation bills and adopted at the state and regional levels. Besides “Safety” as previously discussed, other goal area applicable to this study include “Infrastructure Condition”, “Travel Time Reliability”, and “Freight Reliability”.



9

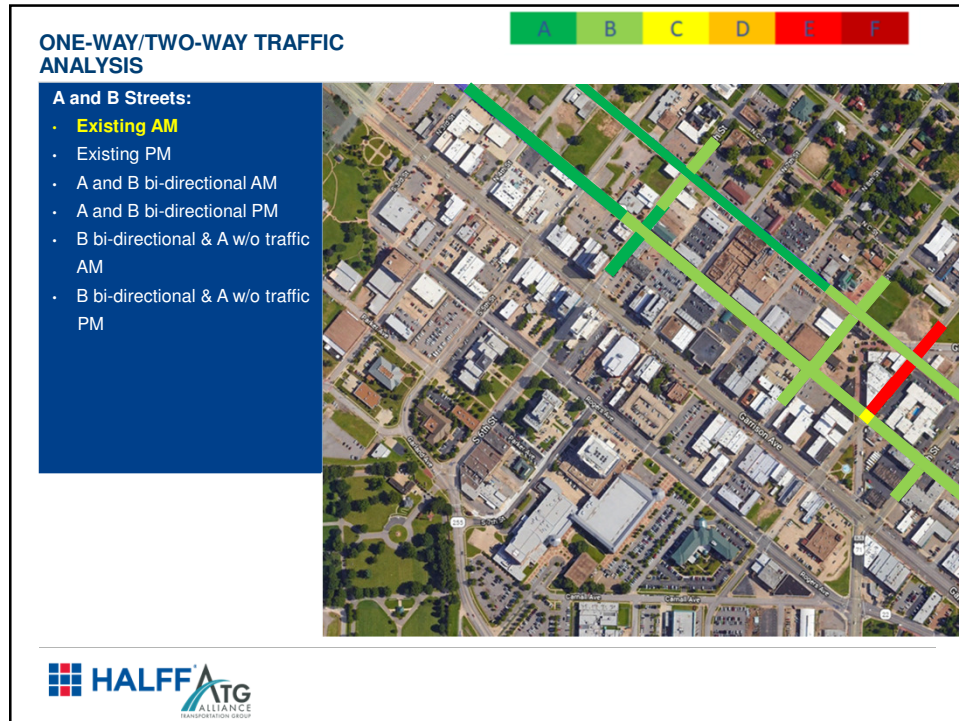
AGENDA

1. Opening Remarks
2. Previous Activities Update
3. **One-Way/Two-Way Traffic Analysis**
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other

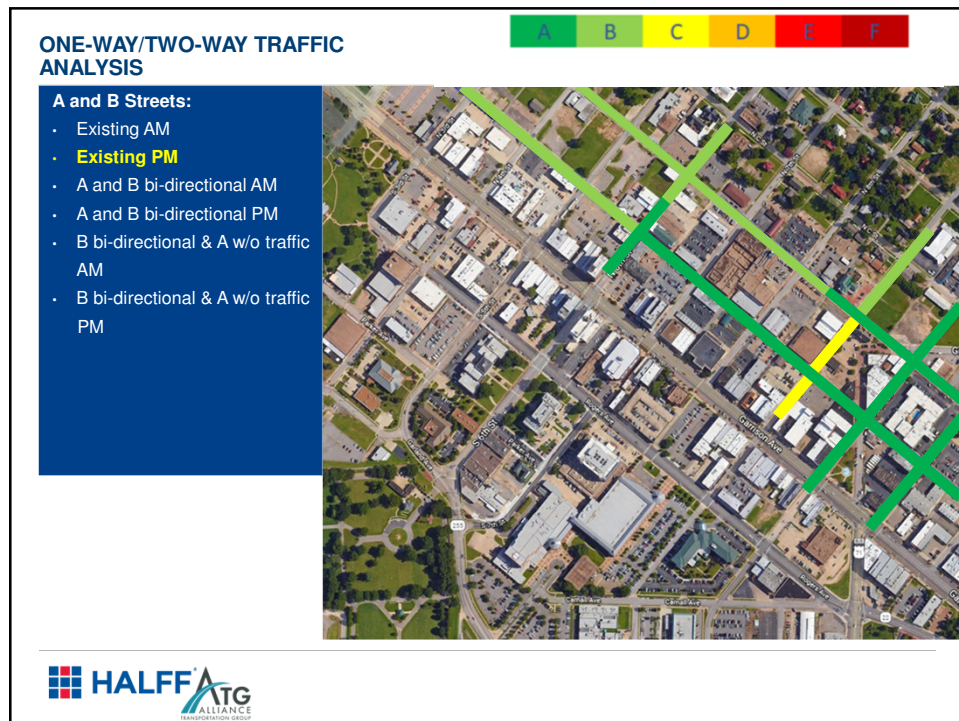


10

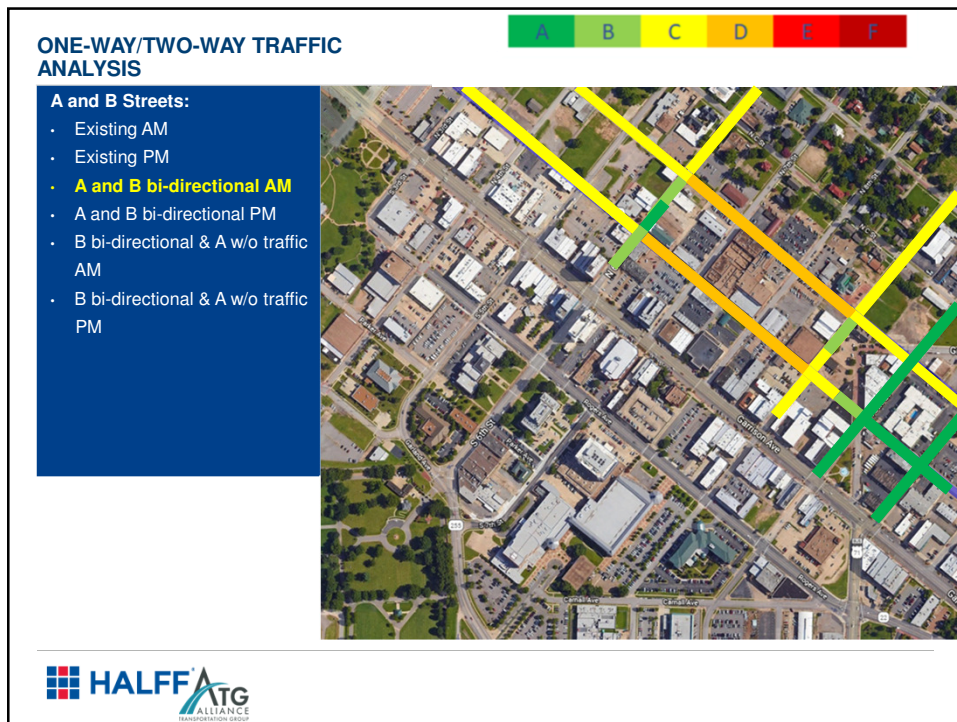
10



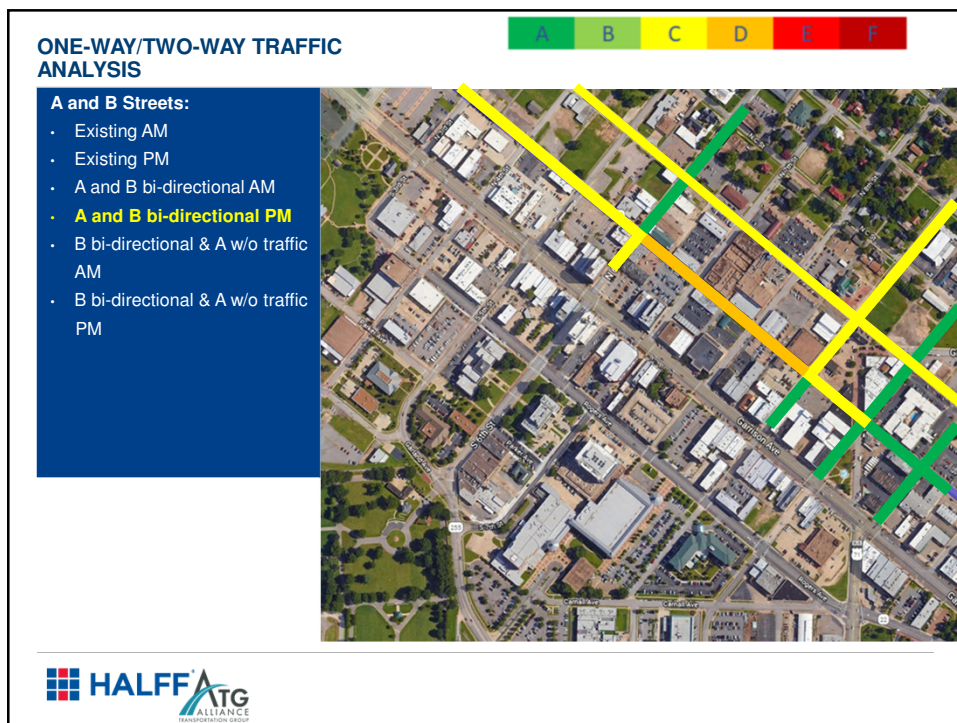
11



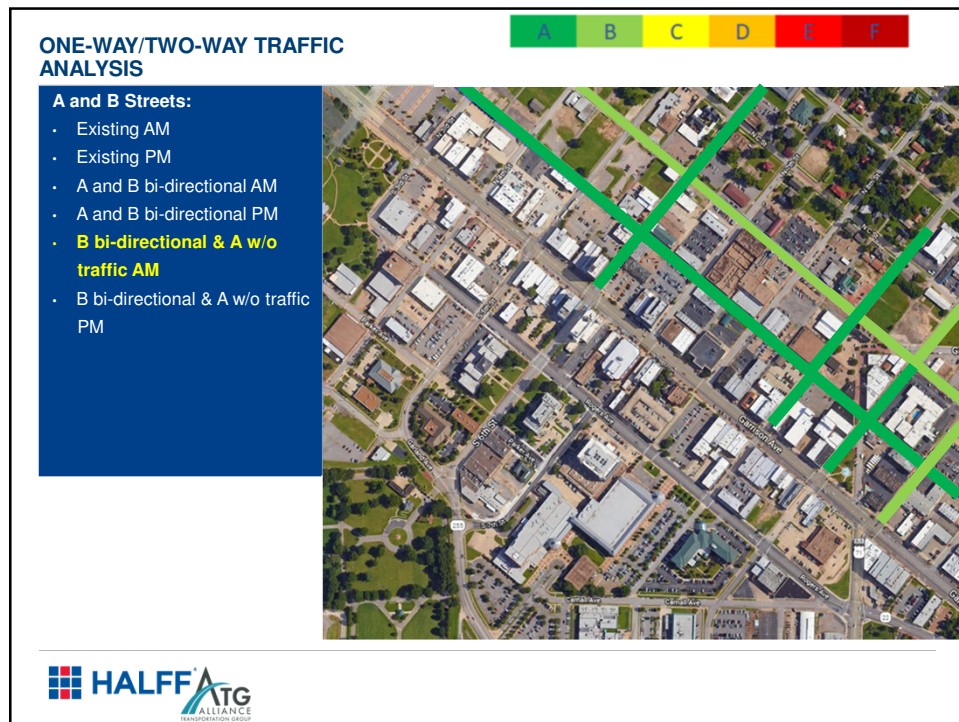
12



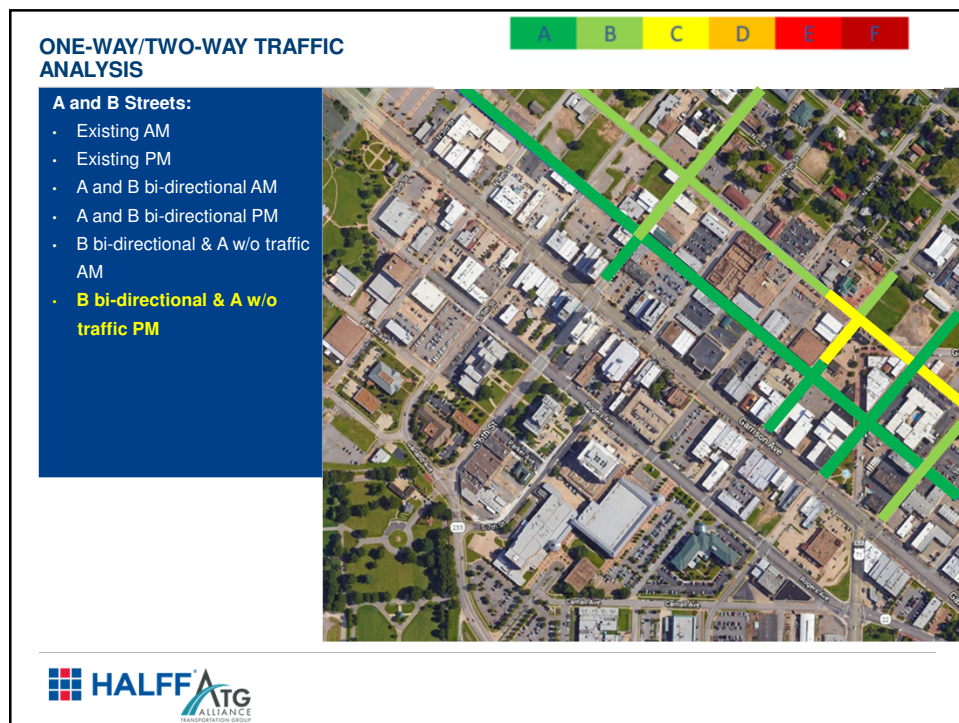
13



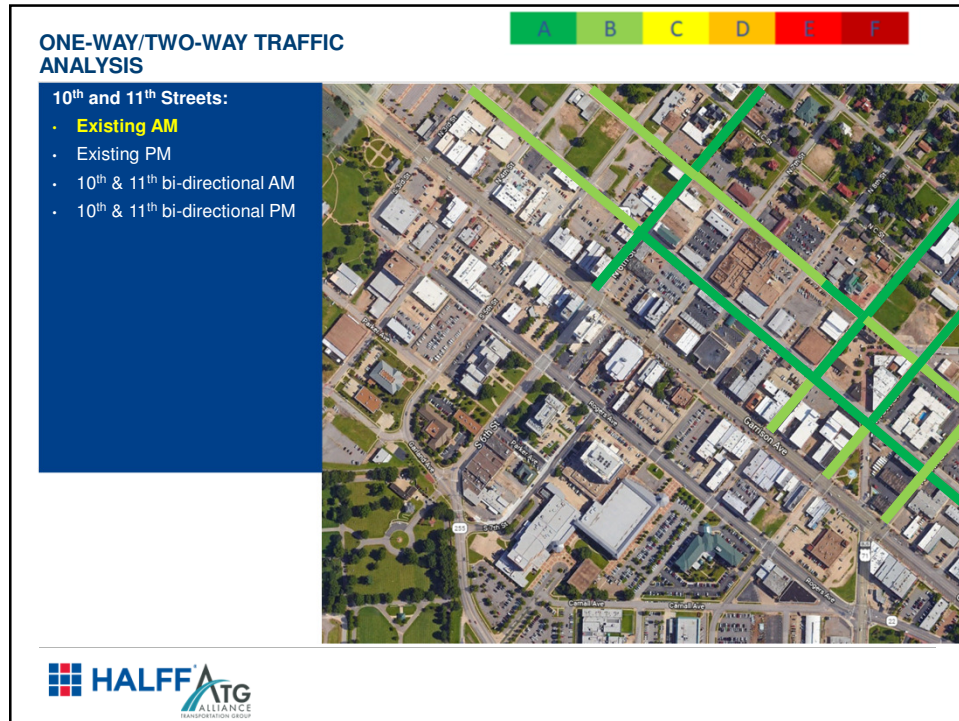
14



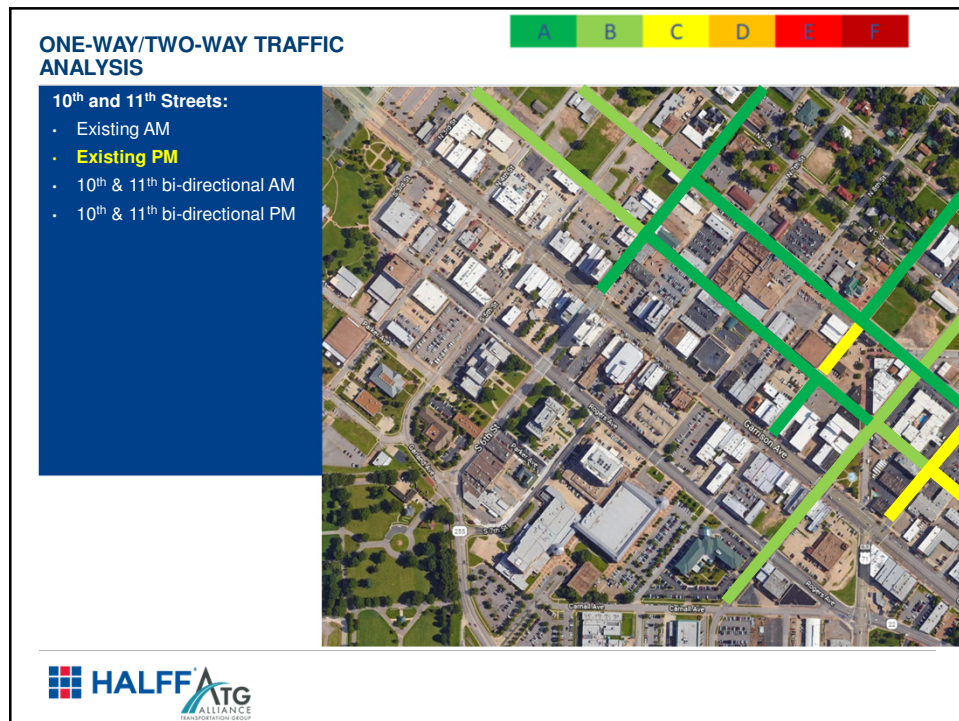
15



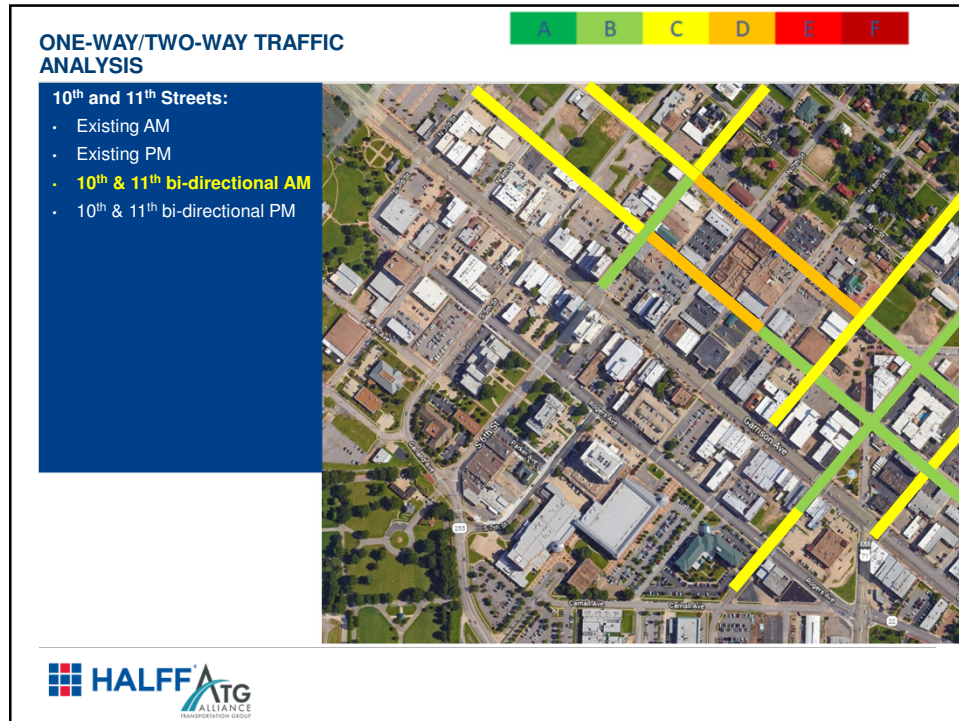
16



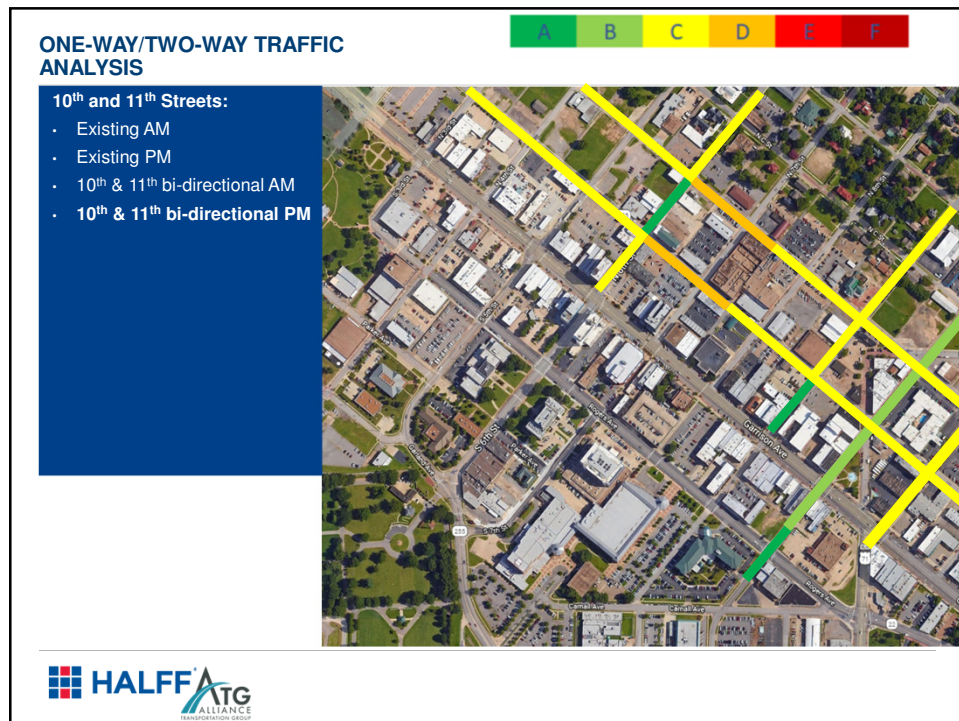
17



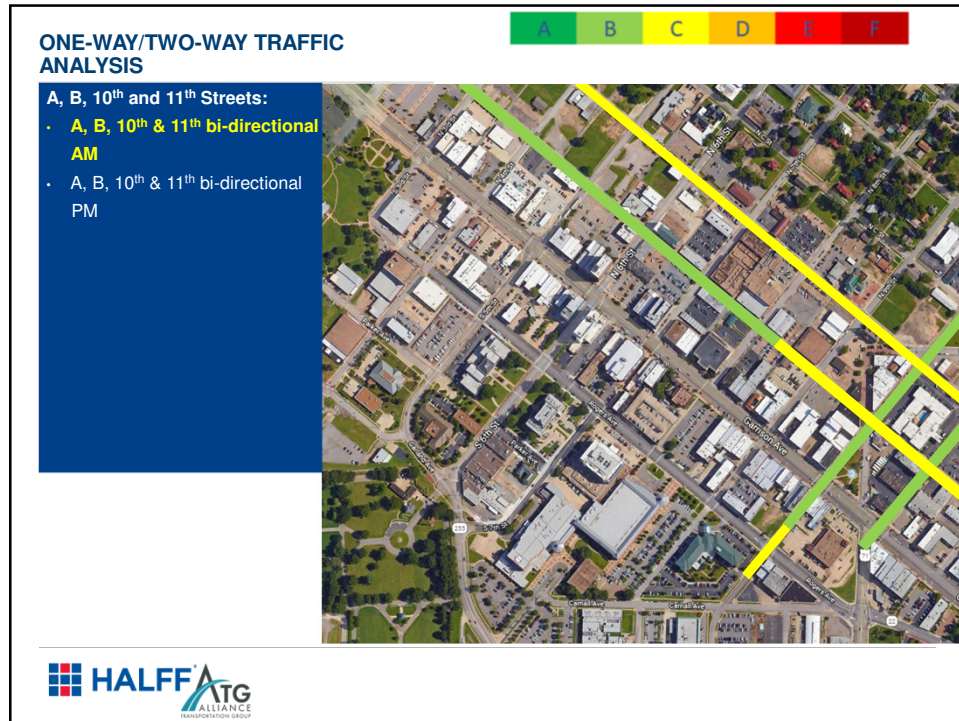
18



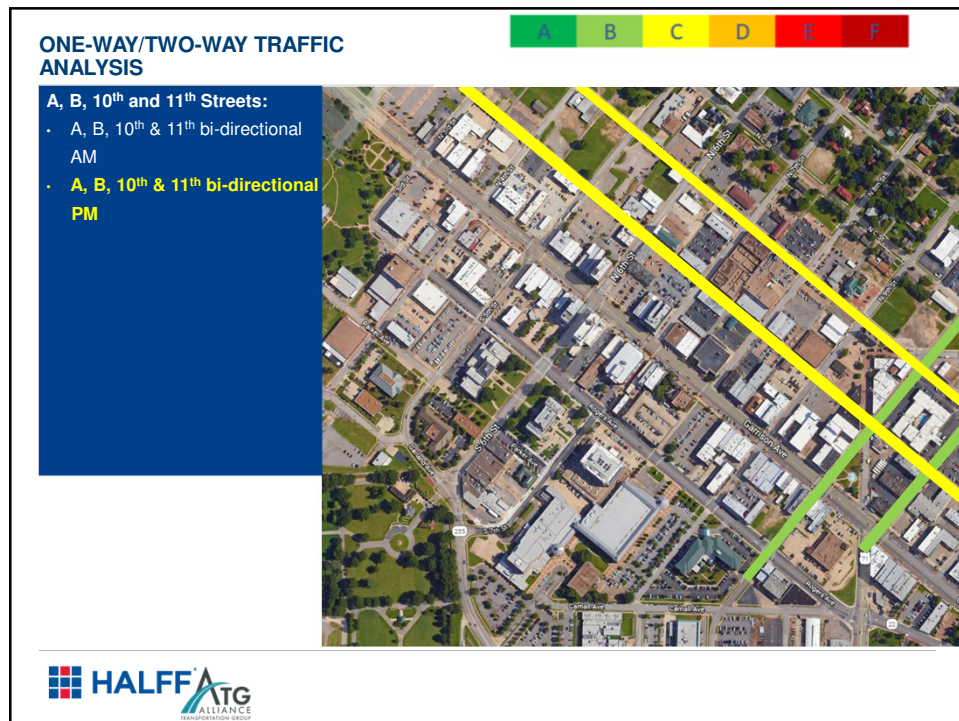
19



20



21



22

AGENDA

1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
- 4. Short-Term Alternatives**
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other



23

23

SHORT-TERM ALTERNATIVES

SHORT-TERM

- Turning movements
- Signal Phasing
- Safety improvements
- Trailblazing (wayfinding)
- Signal timing changes
- Channelization / restriping
- Access Management (driveways / turning prohibitions)




N 5th (255) & Garrison (US64)



24

AGENDA

1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other

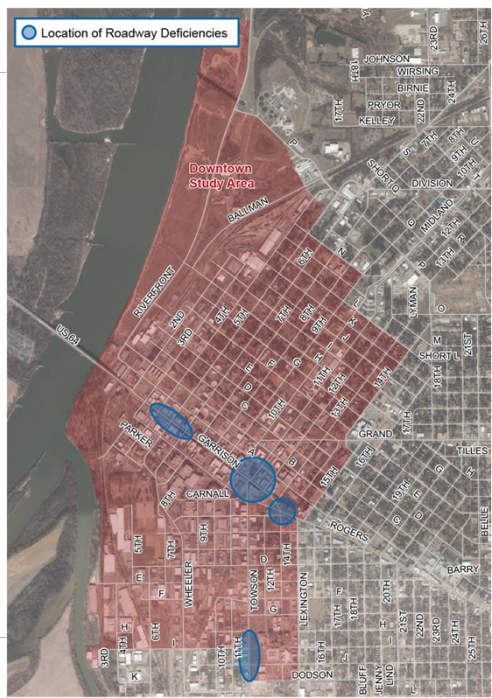



25

ALTERNATIVE DEVELOPMENT & ANALYSIS

CONSIDERATIONS:

- Consider Goals & Objectives
- Consider Public Input
- Address deficiencies
- Evaluate Alternatives



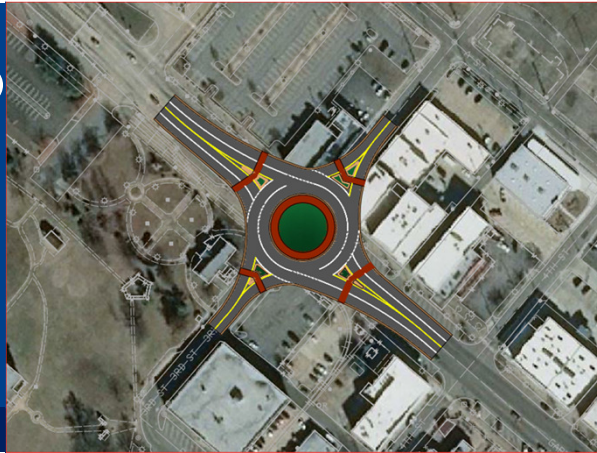


26

INTERSECTION ALTERNATIVES

3rd Street/Garrison

- Proposed Multi-lane roundabout
- LOS
 - Existing
 - Proposed
- Impacts
 - Businesses
 - Monument
 - Historic/Parks

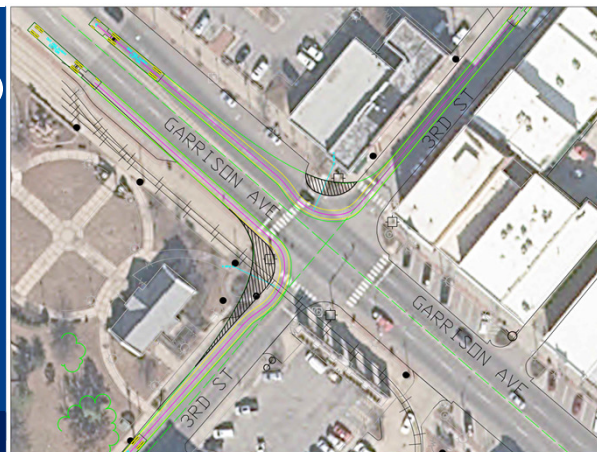


27

INTERSECTION ALTERNATIVES

3rd Street/Garrison

- Intersection improvements
- LOS
 - Existing
 - Proposed
- Impacts
 - Historic/Parks
 - Radius returns

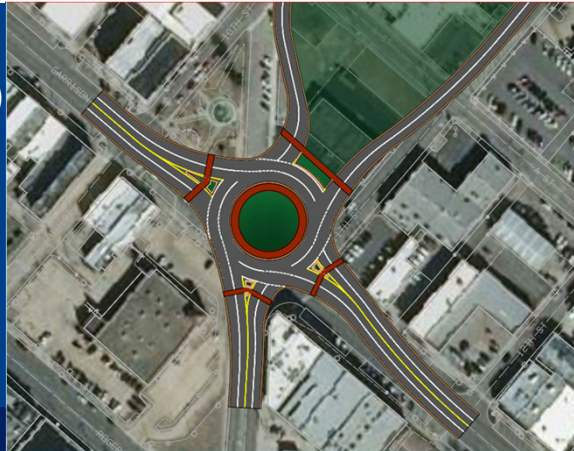


28

INTERSECTION ALTERNATIVES

10th & 11th Street /Garrison/Towson

- Multi-lane Roundabout
- LOS Comparison
 - Existing
 - Proposed
- Impacts
 - Post Office
 - Hotel/Business
 - Parking

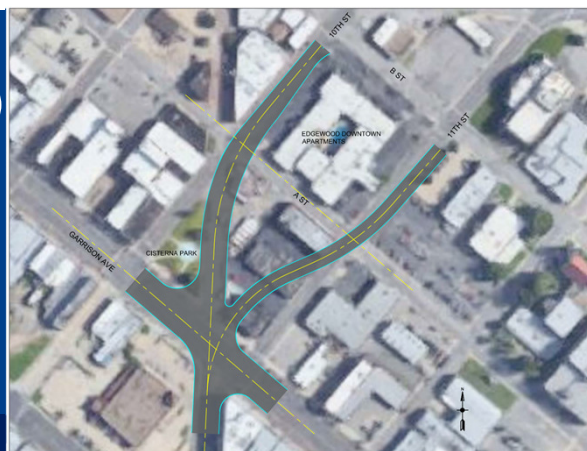


29

INTERSECTION ALTERNATIVES

10th & 11th Street /Garrison/Towson

- Single intersection
- LOS Comparison
 - Existing
 - Proposed
- Impacts
 - Hotel/Businesses



30

INTERSECTION ALTERNATIVES

10th & 11th Street /Grand Avenue Garrison/Towson

- Single-lane Roundabouts at Grand
- Multilane Roundabout at Garrison



31

AGENDA

1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. **Truck Routing Alternatives**
7. Other



32

32

AGENDA


1. Opening Remarks
2. Previous Activities Update
3. One-Way/Two-Way Traffic Analysis
4. Short-Term Alternatives
5. Alternatives to Address Deficiencies
6. Truck Routing Alternatives
7. Other



33

33

QUESTIONS?



34

34